426 clean-cut in Villiers' case, as all the shares of the *nakhoda* and the mate
465 come from the crew's half of the net earnings. On the 240-ton *sambuk El Wafi*, which I boarded in Aden in 1950, the shares were as follows:[89]

	Value of Share	*Number of Shares*	*Total Shares*
Nakhoda (captain)	4	1	4
Serang (mate)	2	1	2
Sukkani (quartermaster or helmsman)	1½	3	4½
Muqaddam (boatswain)	1¼	1	1¼
Katib (clerk)	1½	1	1½
Wakil (steward)	1¼	1	1¼
Bakri or *mallak* (sailors)	1	33	33
Total shares			47½

In India some crews are paid on a salary basis, but many others work on a share basis. However, in India the owner takes one-third of whatever the ship earns. Then the craft's expenses while she was at sea and the supplies for the crew are deducted from the remaining two-thirds; the remainder is then divided among the captain and crew according to shares.[90] By dividing the profits in this manner the Indian owner gets about a quarter less than the Arab, while the Indian crew gets about ten per cent more.

471 The largest importer and exporter in Aden, and probably the whole
426 Gulf of Aden for that matter, is A. Besse and Company, operated by a
465 shrewd Frenchman, Mr. Antone Besse. Among Besse's various holdings in the Middle East are twelve dhows, all registered in Aden. The *El Wafi* was one of the twelve *sambuks* owned by A. Besse, and operated in the Gulf of Aden and the lower Red Sea. On the average these dhows made four trips a month. The *nakhoda* was given advances, which he in turn gave to the crew, before each trip. After four trips the gross return for

505 [89] It will be noted that the Arabic names in Villiers' list of the members of the crew on a Kuwait
104 *bhum* and in my list of the members of the crew of an Aden *sambuk* are not the same; however,
114 this does not mean that either is necessarily wrong. The Arabic names on my list were checked from three independent sources in Aden, and my informants in Aden recognized Villiers' *mu'allim* as the word the Kuwaiti used for 'mate.' Villiers indicated on his list 'quartermaster' but did not give the Arabic for the word. The Arabic word that I found in use in Aden for this member of the crew was *sukkani*, which comes from *sukkan*, the Arabic for 'rudder.' Thus it would seem that the more proper translation of the word is 'rudder-man' or 'helmsman,' although his position on the dhow is really that of 'quartermaster.' The word *muqaddam* is the word commonly used on land to refer to a 'headman' who is the leader of any other group of working-men. However, on a dhow the *muqaddam* is the man who superintends the letting go and the weighing of the anchor, so the translation of the word when applied to seafaring men is properly 'boatswain.' The important fact evident from the two lists is that there is always a consistency in the top officers of a dhow—there are a captain, a mate, three quartermasters (or helmsmen), and a boatswain, irrespective of the Arabic name by which they are known.

[90] K. B. Vaidya, op. cit., p. 41.